



CINDERS



SEPTEMBER 1999

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Volume 60

Newsletter of the

Number 8

PHILADELPHIA CHAPTER

National Railway Historical Society Inc.

Post Office Box 7302

Philadelphia, Pa. 19101

MEETING NOTICE:

FRIDAY EVENING, SEPTEMBER 17, 1999

Eakins Lounge, Alumni Hall, Thomas Jefferson University, 1020 Locust Street, Philadelphia, PA (three blocks south of Market East Station)

Dinner at 6:15 PM (\$19.00 per person), Meeting at 7:30 PM
Parking in Wills Eye Hospital garage, 9th Street above Locust (\$5.00 after 6 PM), or Parkway Garage, also 9th above Locust (\$5.75 after 6 PM), Downtown Garage, Walnut Street east of 10th (\$5.00 after 5 PM)

Our September 17, 1999 meeting will feature our annual Members' Slide Program, at which you are able to screen slides of what your rail activities were during this unusual 1999 summer season. Perhaps you've recorded views of the Conrail/NS/CSX transition, the 1999 NRHS Sacramento convention, or other trips you've taken to ride and photograph the rail scene. Please share them with your fellow members.

The evening will begin with our usual sit-down dinner in the Eakins Lounge, Alumni Hall, Thomas Jefferson University, beginning at 6:15 PM, at a cost of \$19.00 per person. DINNER RESERVATIONS MUST BE MADE BY TUESDAY EVENING, SEPTEMBER 14, 1999 to Dinner Chairman Bill Gardiner at 215-632-7016. This is a STRICT deadline, and you MUST specify when ordering if you desire a fish dinner.

NS Still Struggling; CSX Claims Service at "Prior" Levels

After three difficult months of trying to digest its Conrail operations, Norfolk Southern still has not succeeded in restoring order to its northeastern services. CSX, however, which inherited about 42 percent of Conrail's business (compared with NS's 58 percent), is handling substantially more than its presupposed share because by all accounts it has managed to improve service at a faster pace than NS.

In July NS informed its customers that the worst was over, and indeed some indicators did show that service had improved incrementally. But on-the-ground reports persist that many trains still are being delayed--some even parked on mainlines--while major yards remain jammed and computer systems are unable to cope with the traffic load. CSX Transportation President Ronald Conway, however, told Traffic World Magazine last month that CSX service on its former Conrail lines "is back to the level it was prior to the split (on June 1)." Of course, some of the progress the two roads made in bringing their systems up to standard has been accomplished during the summer, when traffic volume is at a seasonal low ebb. Now the heavy fall shipping season is approaching, as customers look ahead with considerable anxiety.

One unsettling note was a report late last month that, because of continuing service problems on both CSX and NS, United Parcel Service would again divert up to half its rail business to highway carriers. Shortly after the June takeover, UPS, the nation's number one rail intermodal customer, had taken similar steps because the two railroads were failing to meet the exacting service standards that had been enjoyed during the Conrail years. Thus, instead of taking traffic off the interstates with their vastly improved single-line service, as CSX and NS had devoutly promised before June 1, they appear to be adding to highway congestion. In some cases, the railroads are actually paying shippers such as the automobile companies to route their priority shipments by truck or air in order to meet service guarantees.

Many of the traffic snarls are blamed on the failure of NS--and to a lesser extent CSX--to properly integrate their computerized car management systems with Conrail's. Perhaps this is due to an alleged premature "rush" to implement the takeover on June 1, so as to deflect criticism from Wall Street money managers who wanted to realize immediate financial benefits from the transaction. An angry editorial in Railpace News-magazine focused on this influence: "What was to have been an opportunity for dramatic rail traffic growth in a truck-dominated economy has been derailed by corporate greed and arrogance."

All of which made the eight-page retrospective of Conrail published in the September issue of Railfan & Railroad even more poignant. Adding a ludicrous note was an April speech by James McClellan, a senior vice president at NS, who declared that the expansion of NS into Conrail territory made it a "dream system," and CEO David Goode's boast that June 1 marked "the beginning of a new age of transportation." Surely the results thus far do not represent the age that Mr. Goode had in mind.

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MEETINGS: 7:30 PM, third Friday of each month (except second Friday in December), at Eakins Lounge, Thomas Jefferson University Alumni Hall, 1020 Locust Street, Philadelphia, PA. Dinner at 6:15 (\$19.00 per person), Meeting 7:30 PM.

ANNUAL MEMBERSHIP DUES: \$31.00 per person, which includes Chapter and National dues. Chapter-only dues \$16.00 per person per year. Membership applications should be forwarded to: Post Office Box 7302, Philadelphia, PA 19101-7302. Membership in the parent National Railway Historical Society is required to hold Chapter-only status.

ADDRESS CHANGES should be sent to the Editor at Post Office Box 353, Huntingdon Valley, PA 19006-0353. PLEASE INCLUDE NEW PHONE NUMBER!

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EXCHANGE COPIES SHOULD BE SENT TO: R. L. Eastwood, Jr., Editor, P. O. Box 353, Huntingdon Valley, PA 19006-0353

CIRCLE DAY TRIPS - PAST AND PRESENT

Our older members may remember when the Chapter had informal fantrips from Philadelphia on regular service trains or trolleys. These informal get-togethers later became the "Trip of the Month." I recall a trip in 1951 from Reading Terminal to Newtown, where the group stopped for dinner. We then took a bus to Bethayres and returned to Philly on what is now SEPTA's R3 line. Another trip in July 1962 was a ride on the Lackawanna's Hoboken to Branchville train; we went out via Boonton and returned via Summit. There were many other similar circle trips available in the 50's and 60's.

Those days are long gone but you can still find some interesting trips in our area. An old favorite is subway to 69th Street, then trolley to Media and return to downtown on the R3; or, Route 100 to Norristown and return via R6. Here is one you may not have thought of: R5 to Doylestown, 55 bus to Willow Grove, 22 bus to Warminster and then R2 to center city. How about a round-trip that combines the West Trenton R3 and the R7? This can be done on weekday afternoons ONLY: R3 to West Trenton, NJT bus #608 (first trip 3:50 PM) to Trenton station, thence the R7.

Here are some trips in the New York area. Start with a weekday-only round-trip Hoboken to Denville, Dover or all the way to Hackettstown (almost like Branchville, but no milk cars). Take the 1:55 PM out on the Boonton Line, return on the M&E via Summit. Remember that the present section from DB Junction to Montclair may be abandoned in about two years when trains are rerouted via the M&E Montclair Connection. Another easy circle trip from Hoboken is the Bergen County Line to Ridgewood, then return on the Mainline via Passaic.

How about a pleasant trip that includes a voyage across Long Island Sound? Take the Long Island Rail Road to Port Jefferson; the boat dock is a 20-minute walk downhill from the station. The steamer runs every 90 minutes to Bridgeport, where the pier is adjacent to the Metro-North station for return to Grand Central Terminal or, if you prefer, Amtrak to Philly via the Hell Gate. You can also combine a trip to Port Jefferson with the S61 bus to Patchogue to return to Penn Station via Babylon.

Yes, it is possible to combine the Harlem Line and the Hudson Line for a circle trip from GCT. You can ride the Harlem Line to Pleasantville, NY, then the Bee Line bus 19 to Ossining for return to GCT on the Hudson Line. The Route 19 bus leaves Pleasantville for Ossining at 2:02 and 4:11 PM weekdays; 3:17 and 5:17 PM Saturdays; there is no Sunday service. Ask the driver to let you off at Main & State Streets for the train station. Be prepared for a steep descent to the station.

There is one other circle trip from GCT that is possible on a weekend. Take the 11:07 AM train to Danbury, CT, thence Bonanza Bus at 1:45 PM to Waterbury, CT, where you can catch the 3:18 train back to GCT, assuming that everything is on time; if not, scratch Waterbury. Good luck.

There is just one circle trip south of Philadelphia that I am aware of and that is Baltimore to Washington, using the Penn Line to Washington and returning to Baltimore (weekdays only) on the B&O route to Camden Station. Actually, there is one other circle trip from Baltimore if you are so inclined: light rail from Penn Station to BWI Airport, then shuttle bus to BWI rail station and MARC train back to Penn Station!

--Rodger W. Fredrick

190 YEARS OF RAILWAYS IN THE DELAWARE VALLEY

This is the 190th year of railways in our region. What is said to be America's second railroad was built during 1809 and largely in Nether Providence Township, Delaware County, for Thomas Leiper, owner of a quarry on Crum Creek near Chester Road.

Before that construction, however, Leiper had Civil Engineer John Thomson build a 180-foot, inclined demonstration track in Philadelphia County. The temporary wooden track, which was completed in September of 1809, ran eastward from the back yard of Bull's Head Tavern on the east side of 2nd Street north of Poplar Street. A horse succeeded in moving a five-ton car upgrade. Leiper then had a mile-long permanent railway built to link his quarry with a boat landing on Ridley Creek.

Few traces remain of the Delaware County line, a canal which replaced it and a later Baltimore & Ohio Railroad spur in the area. Nevertheless, the son of Leiper's engineer, J. Edgar Thomson, went on to become a major figure in the creation of the Pennsylvania Railroad and served as its president between 1852 and 1874.

--John R. Pawson



SEPTEMBER 16, 1999: "History and Restoration of the Allegheny Portage Railroad," lecture and video presentation by Diane Garcia, historian for the Allegheny Portage National Historic Site, at National Canal Museum, Two Rivers Landing auditorium, Easton, PA, beginning at 7:30 PM. Sponsored by Pennsylvania Canal Society, admission is free. For information, telephone 610-559-6613.

SEPTEMBER 18: Special excursion on West Chester Railroad from West Chester to Glen Mills, PA and return, sponsored by Philadelphia Chapter, Pennsylvania Railroad Technical & Historical Society. Train will leave Market Street station, West Chester, at 9 AM, powered by GP9 #99 in full PRR paint scheme. Runbys will be made. Train returns at 11:30 AM, prior to regular PRRT&HS meeting at Chester County Historical Society beginning at 1 PM. Train fare: \$10 per person. Free parking available at West Chester station. Order tickets from: Philadelphia Chapter PRRT&HS, P. O. Box 663, Wayne, PA 19087-0663, enclosing stamped, self-addressed envelope.

SEPTEMBER 19: Track the ghost of the "White Train" aboard Mass Bay RRE's "Air Line Limited," special all-day rare mileage trip Middletown-Cromwell-Portland-East Wallingford, CT on trackage of Providence & Worcester Railroad. Train leaves Middletown at 9 AM, returns 3 PM. Fare: \$49 per person. Order tickets from: Mass Bay RRE, "Air Line Limited" Excursion, P. O. Box 467, Lincoln, MA 01773-0467, making checks payable to "Mass Bay RRE" and enclosing a stamped, self-addressed envelope.

SEPTEMBER 25: 11th annual Delaware Transportation Festival at Amtrak station, Wilmington, DE, 10 AM-5 PM, sponsored by DelDOT and Delaware Transit Corp., in cooperation with Amtrak. Admission free. This event is held in connection with the annual DuPont RiverFest, and features locomotive and rolling stock displays, including Amtrak's latest, transit vehicles, antique autos, a model railroad layout, live entertainment and numerous sales and information tables. SEPTA will again provide hourly train rides for a nominal fare. Philadelphia Chapter will be represented with a table. For information, telephone Steve Welch at DTC, 302-577-3278, extension 3401 (E-mail: swelch@dtc.dot.de.us).

SEPTEMBER 25: Moonlight Special "Barbecue Dinner Train" on Reading & Northern Railroad from Temple to Hamburg, PA and return, sponsored by Reading Company Technical & Historical Society. Train leaves Temple station at 5:30 PM. Passengers will be served barbecue dinner of a half chicken, baked potato, cole slaw, roll & butter, beverage and dessert. Fare: \$19 adults, \$14 children (4-12). Order tickets from: RCT&HS Passenger Operations, P. O. Box 15143, Reading, PA 19612-5143, no later than September 15.

SEPTEMBER 25: "End of an Era" excursion train on Long Island Rail Road, using GP38-2, power pack unit, parlor car and coaches, sponsored by New York Division, Electric Railroaders' Association. Special train leaves Jamaica station 8 AM, and will operate on Long Beach, Babylon, West Hempstead and Port Washington branches. Photo, lunch stops will be made. Fares: \$60 parlor car, \$40 coach. Order tickets from: New York Division ERA, Inc., P. O. Box 3001, New York, NY 10008, enclosing stamped, self-addressed envelope. For information, telephone 718-243-8514 (8 AM-4 PM).

SEPTEMBER 25-26: "All Aboard Days," fall open house at B&O Railroad Museum, 901 West Pratt Street, Baltimore, MD, featuring special locomotive and caboose rides, living history programs and rail demonstrations, 10 AM-5 PM. Hourly train rides begin at 11:30 AM. Regular admission charges apply (plus \$2 per person for train ride). For information, telephone 410-752-2490 (E-mail: info@borail.org).

SEPTEMBER 26: "Historic Germantown by Trolley" tour along SEPTA Route 23 trackage using PCC car, sponsored by Chestnut Hill Community Association, Foundation for Architecture and Philadelphia's Historic Northwest Coalition. Group will assemble at SEPTA Chestnut Hill loop, Germantown Avenue & Bethlehem Pike, Philadelphia, at 1 PM for walking tour of Chestnut Hill, then narrated trolley ride on Germantown Avenue to view architectural landmarks. After another walk in Germantown and light refreshments at Ebenezer Maxwell mansion, group will return by trolley to Chestnut Hill by 4 PM. NRHS Member Janet Greenstein Potter will be the tour guide. In case of rain, the walking tours will be cancelled and trolley will operate over Route 23 to center city. Fare: \$15 per person. Pre-registration required by writing: Foundation for Architecture, 1737 Chestnut Street, 2nd Floor, Philadelphia, PA 19103-4101 (telephone 215-569-3187).

SEPTEMBER 26: Railroadiana and Model Railroad Show & Sale at Dieruff Senior High School, Irving & Washington Streets, Allentown, PA, 10 AM-4 PM, sponsored by Lehigh Valley Chapter NRHS. Railroadiana, books, photos and model trains for sale. Admission: \$3 per person, \$5 per family. For information, write: Paul Kuehner, P. O. Box 300, Laurys Station, PA 18059-0300 (telephone 610-261-0133).

SEPTEMBER 26: Special trains on West Chester Railroad from West Chester to Glen Mills, PA and return for Pratt & Company Fall Festival, featuring art, antiques, handcrafted items, food and live music. Diesel-powered trains leave Market Street station, West Chester, at 12 Noon, 1:30, 3 PM. For information, telephone 610-430-2233.

OCTOBER 2: Pottstown & Reading Chapter NRHS will sponsor chartered bus to "Altoona Railfest '99" at Altoona, PA (see October 2-3 item below). Bus leaves 6:30 AM from parking lot behind Pharmhouse Drug Store, 600 E. Lancaster Avenue, Shillington, PA, returns late evening. Fare: \$57.50 per person. For additional information, call John Laughner at 610-948-0751.

OCTOBER 2: "Berkshire Foliage Flyer" special Amtrak train from Boston, MA to Albany-Rensselaer and return, sponsored by Mass Bay RRE. Train leaves South Station, Boston, at 7:45 AM with stops at Back Bay and other stations, returning to Boston about 9 PM. Optional side activities at Albany at additional cost. Fares: \$75 adults, \$40 children (12 and under), \$295 in first-class car Caritas. Order tickets from: Mass Bay RRE, P. O. Box 4245-B.V., Andover, MA 01810-0814, enclosing stamped, self-addressed envelope. For information, telephone 617-489-5277 (Internet: www.massbayrre.org).

EXTRA LIST (Continued from Page 3)

OCTOBER 2-3: Altoona Railfest '99 at Altoona, PA, sponsored by Altoona Railroaders Memorial Museum in cooperation with Norfolk Southern. Juniata locomotive shop and Hollidaysburg car shop will be open for public tours and displays. Various events will take place at Gallitzin and Cresson, and once again excursions trains will be operated from Altoona to Gallitzin and return via Horseshoe Curve. Railfest tickets are priced at \$15 for adults, \$4 for children (5-15). Excursion fares: \$14 per person. Weekender pass (includes Railfest ticket and one excursion fare): \$25 adults, \$16 children (5-15). Order tickets from: Altoona Railroaders Memorial Museum, 1300 9th Avenue, Altoona, PA 16602-2487, making checks payable to "Railroaders Memorial Museum" and including \$1 additional for postage and handling. For information, telephone 888-4-ALTOONA (FAX: 814-946-9457, Internet: www.railroadcity.com, E-Mail: RRCity@aol.com).

OCTOBER 3: "Lehigh Valley Ramble" rare-mileage excursion from White Haven to Penn Haven Junction, Pittston yard and Minooka, PA, via Reading & Northern Railroad through Lehigh Gorge, sponsored by Jersey Central Chapter NRHS. Train with open-window coaches leaves White Haven at 9 AM. Fare: \$35 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700. For information, telephone 908-233-3603 (E-mail: Rpnews@worldnet.att.net).

OCTOBER 3: 20th annual Train Meet at Leesport Farmers Market, Leesport, PA, 9 AM-3 PM, sponsored by Reading Company Technical & Historical Society. Featured will be trains and accessories of all gauges, flea market and RCT&HS equipment yard nearby. Admission: \$3 adults, children (12 and under) free. For information, telephone 610-777-2053 evenings.

OCTOBER 9: "Colorfest Special" over CSX's former Western Maryland mainline from Hagerstown to Thurmont, MD and return via CSX and Maryland Midland (former Western Maryland mainline), using MARC equipment, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Diesel-powered train leaves Hagerstown 8 AM, returns about 6:30 PM. Fares: \$35 adults, \$20 children, \$30 seniors. Train will make shuttle trips from Thurmont to Union Bridge, MD and return at 11 AM and to Highfield, MD and return at 2 PM for additional fares of \$10 adults and \$5 children. Order tickets from: Hagerstown Roundhouse Museum, P. O. Box 2858, Hagerstown, MD 21741-2858. For information, telephone 301-739-4665.

OCTOBER 9-10: "Fall Foliage Express" on West Chester Railroad from West Chester to Glen Mills, PA and return. Diesel-powered trains leave Market Street station, West Chester, at 12:30 and 2:30 PM. For information, telephone 610-430-2233.

OCTOBER 10: Diesel-powered excursion from Hagerstown to Cumberland, MD and return, using MARC equipment, sponsored by Hagerstown Roundhouse Museum and Hagerstown Chapter NRHS. Train leaves Hagerstown at 8:30 AM, returning about 6 PM, via CSX (former Western Maryland and Baltimore & Ohio). Fares: \$39 adults, \$20 children, \$35 seniors. Connecting ride on Western Maryland Scenic Railroad Cumberland-Frostburg, MD is additional fare. Order tickets as shown in October 9 item.

OCTOBER 16: Amtrak fall foliage excursion from Parkesburg, Lancaster and Harrisburg to Altoona, PA and return, sponsored by Lancaster Chapter NRHS. Train leaves Parkesburg 5:10 AM, Lancaster 6:40, Harrisburg 7:35 AM, returning to Harrisburg 8:20 PM, Lancaster 9:20, Parkesburg 10 PM. Fare: \$89 per person, which includes admission to Horseshoe Curve National Historic Landmark and Altoona Railroaders Memorial Museum. Light food service will be available on train. Order tickets from: Lancaster Chapter NRHS, 105 Harrison Avenue, Christiansburg, PA 17509-1209, enclosing large stamped, self-addressed envelope. For information, telephone 610-593-8129.

OCTOBER 16: Delaware Valley Chapter, NRHS will operate chartered bus excursion to Baltimore, MD. Stops will be made at B&O Railroad Museum, Ellicott City B&O Museum, ride B&O Museum train. Bus leaves PennDOT park-and-ride, Routes 32 and I-95, Yardley, at 7 AM, SEPTA Cornwells Heights station 7:30 AM. Fare: \$30 non-Delaware Valley members. Order tickets from: Delaware Valley Chapter, NRHS, c/o Tom Hychalk, 337 Stockham Avenue, Morrisville, PA 19067-6614, making checks payable to Delaware Valley Chapter, Inc. Please include stamped, self-addressed envelope and your telephone number with order.

OCTOBER 16-17: Repeat of "Fall Foliage Express" excursions on West Chester Railroad. See October 9-10 item for details.

OCTOBER 16-17: 25th annual Fall Railfans Weekend at Conway Scenic Railroad, North Conway, NH. Operating locomotives include 0-6-0, two F7A's, two FP9's and an S4 switcher. Special trains will run on ex-Boston & Maine "Valley" line to Conway and ex-Maine Central Mountain Division to Bartlett, Crawford Notch and Quebec Junction. Steam and diesel-powered freight and mixed trains will operate between Conway, Bartlett, Redstone and Sawyer River. A night photo session is scheduled for Saturday evening. Weekend "Valley" coach pass \$38 adults, \$19 children (4-12); weekend "Notch" coach pass \$50 adults, \$25 children; weekend "Notch" first-class pass \$60 adults, \$30 children. Order from: Conway Scenic Railroad, P. O. Box 1947, North Conway, NH 03860. For information, telephone 603-556-5251.

OCTOBER 23: Fall Foliage excursion via Amtrak trains 657/652 and Middletown & Hummelstown Railroad from Philadelphia to Middletown and Hummelstown, PA. Alco T6 switcher will be used on M&H. Fare: \$40 adults, \$20 children (3-11). Amtrak train 657 leaves 30th Street Station 9:15 AM, train 652 arrives back at 30th Street Station 6:35 PM. Order tickets from: Norman Seidelmann, 2237 38th Street, Pennsauken, NJ 08110-2242, making checks payable to West Jersey Chapter NRHS and include a stamped, self-addressed envelope. For information, telephone 609-663-1086 or 609-427-9327.

OCTOBER 23: "Berkshire Limited" fall foliage Amtrak excursion from Boston to Pittsfield, MA and return, sponsored by Mystic Valley Railway Society. Train leaves South Station, Boston, at 9 AM, returning about 6 PM. Fare: \$65 per person (including lunch on board). Order tickets from: Mystic Valley Railway Society, P. O. Box 365486, Hyde Park, MA 02136-0009. For information, telephone 617-361-4445.



As autumn approaches, work continues on Amtrak's New Haven-Boston electrification. In July, several teams could be seen working from white trucks fitted with auxiliary railroad wheels, but the anticipated completion date of November appears to be a bit chancy. In fact, I have heard January 10 suggested as a more realistic introduction date. Possibly, a few special trains may be operated in late December, crossing over as needed to operate on a track with live wire. What these factors mean is that this year's Thanksgiving weekend free-for-all will be the last "traditional" operation, i.e., without any new trains or locomotives. Only the presence of a few locomotives and cars in the new livery will give this year away.

Meanwhile, the two mechanically-complete trainsets and HHL locomotives are still testing -- one each at Pueblo and Philadelphia. Priority is being given to the new trainsets since they will launch a new service. The HHL's, on the other hand, will operate on existing services, so any delay will not be as critical. The 15 HHL units are slated, at last report, for delivery between November and February, although the units well may not immediately go into service. Still, they ought to be available by next summer -- a time when the AEM-7's (at least in unrebuilt form) begin to experience heat exhaustion.

I will explain a personal policy decision here: henceforth, this columnist will not use the "A" word (you know, the one that is pronounced like "cellar") alone. There has been considerable confusion generated by the use of this branding -- especially when the new high-speed trainsets are misidentified only by the "Acela" label. We'll use terms Express to talk about the high-speed trains, Regional for most other Corridor trains and Commuter to identify the rush-hour clocker trains. These are the other half of their proper Amtrak names (i.e., Acela Express), a convention which Amtrak's publicity seems to have ignored.

As a part of the Corridor upgrade, the Capstone 2001 Amfleet refurbishment continues. Production of these cars has been throttled back while quality control issues such as carpeting and air conditioning are resolved. These issues often arise during the initiation of a new design and, of course, it's better to resolve them before too many components have been modified or replaced.

As a result, in the past few weeks, the following new cars have been released: standard coach class cars 82009 (7/21/99, ex-21078); 82010 (7/23, ex-21253); 82011 (7/28, ex-21262); 82012 (8/05, ex-21024) and 82013 (8/17, ex-21600). Also, two trainlined coach class cars were released, they being 82500 (7/29, ex-44174) and 82501 (8/05, ex-44208). For the record, there have been three business class (81000-81002) and three trainlined business class (81500-81502), for a total of 22 cars to date. Next to come out of Bear shops will be (old numbers) coaches 21079, 21108, business class 44935, then coaches 21096, 21601, 21805, 21166 and business class 44945. The first cafe/bistro candidate is 48157, which should emerge in October with a new face and a new number.

Fiscal Year 1999 cars have been identified and most have been sent into Bear. Generally, cars are sent in the order of the dates on which their brakes require inspection and testing. Since this occurs every four years, the scheme meshes well with a four-year overhaul cycle. If the program is delayed, we could be facing deferred maintenance, a condition neither Amtrak nor its riders need. Four years ago this October saw the introduction of the NortheastDirect branding.

In motive power items, eight F40's were placed back into service in July, holding the fort for a number of wreck-damaged Genesis units. Returning are 275, 281, 322, 324, 332, 352 and 407. Two of the three Amtrak units in Florida Fun Train colors have been repainted into the current scheme (354 and 374), and sister 358 will follow shortly. Canadian American Railroad received its third rebuilt F40 on June 17. Amtrak 348 became CAR 452.

The fifth AmLounge II to receive an enclosed smoking room is Miami Club. I do not, however, have its conversion number. Heritage sleeper 2466 entered service in late July, allowing sister car 2450 to receive some attention. The Three Rivers often sells out these unique cars, especially when late-running western trains transfer "misconnected" passengers to this train instead of their (earlier) intended connection. Heritage diner 8512 was restored to service at Chicago after a long period of storage at Hialeah. Meanwhile, diner 8551 is shown as "stored" at Beech Grove, possibly awaiting the beginning of the next fiscal year for an overhaul. Control car 9642, damaged on Train 55 December 11, 1995 in a sideswipe incident, will not be repaired and has been placed in storage. Sisters 9640-9641 and 9643-9645 operated on the Vermont and two are usually leased to Maryland's MARC.

Outside the Northeast Corridor, Amtrak's Southwest Chief now stops at Williams Jct., AZ, where passengers can transfer to the steam and diesel trains of the Grand Canyon Railway to the Grand Canyon Village on the south rim. Buses transfer passengers to the railroad-owned Fray Marcos Hotel in Williams, from which trains depart for the north. Passengers from the east arrive at 9:24 PM, spending the night in the hotel, leaving the following morning at 9:30 AM on Grand Canyon Railway. You have four hours to sightsee, returning to Williams at 5:30 PM. An early turn-in is advised, because the eastbound Chief leaves at 5:00 AM!

ON THE SCENE (Continued from Page 5)

The Heartland Flyer between Oklahoma City and Fort Worth carried almost 11,000 passengers during its first full month of operation. Ridership is dropping back as schools reopen and vacations end for many. A variety of locomotives have been seen, but normal consist includes 90229 (cab-baggage), attended Superliner snack-coach 35008, and ex-El Capitan hi-level coaches 39940 and 39944 (one of which is equipped with vending machines).

The Hiawatha Service trains provide no food service on their short Chicago-Milwaukee runs. However, as an experiment, the first two morning trains each weekday from Milwaukee will offer free self-service coffee as a service enhancement.

Salt Lake City, UT has received a temporary station while an intermodal terminal is constructed adjacent to the existing former Rio Grande depot. Construction should take less than two years.

Travel agents can earn additional commissions by booking travel on many Amtrak trains and by selling certain tickets this summer. The promotion applies to all Intercity SBU trains, the Coast Starlight and, in the East, the Adirondack, Ethan Allen Express, Maple Leaf, Twilight Shoreliner and Vermont.

October 1979 -- 20 years ago -- was a milestone in Amtrak operations on two fronts. In the early days of Superliner production, Pullman-Standard had delivered mostly coaches. But by October two sleepers and several diners had been delivered while Topeka shops had converted four former El Capitan transition cars into Heritage coach-dormitories. The Empire Builder operated through the worst winter weather conditions and was therefore a logical choice for conversion. Moreover, it was then operating on a tri-weekly basis as the result of an economy move. So, only three sets of equipment would be needed. As there were only two sleepers available, one train initially operated with a Heritage 10-6 sleeper ahead of the transition car. Deliveries of sleepers and lounges lagged but the order was gradually filled and western long-haul trains shed their old steam-heated cars.

Meanwhile, as early as the summer of 1977, Beech Grove had been turning out Heritage sleepers and a few baggage dorms, so HEP service could begin on overnight Amfleet trains such as the Night Owl, North Star, Cardinal and such. In 1978, authorization was given to rebuild the first entire trainsets with head-end power, and, as with the Superliner conversion, the route facing the worst winters -- the Lake Shore Limited -- was chosen. That previous summer, rebuilt coaches had been seen breaking in on the Cardinal, subbing for Amfleet II's. But, with the October schedule change, the Lake Shore became a solid Heritage fleet train. Only the lounge cars, delivered last, were temporarily replaced by Amdinettes. The HEP program would take about 27 months to complete, and there would be no turning back. Plus, production AEM-7's were just around the corner, and it would be 1981 before the first Amfleet II cars rolled out of Budd's Red Lion plant.

The Long Island Rail Road's new-age "parlor service" has been operating on the premier Cannon Ball since early August (the cars return on the 6:39 PM Sunday evening train from Montauk). Under the circumstances, the compromise provided by the railroad is probably the best riders can expect. As I understand it, four double-deck coaches (the new C-3's) have been assigned as "parlor cars" with the following modifications. At the end opposite the lavatory, a bar and liquor cabinet has replaced some seats. Several mid-car seats have been replaced by a luggage rack. Also, attendants are assigned to both upper and lower car levels.

The basic seating in these cars has been retained, but is actually rather comfortable. Seats are reserved, so one doesn't have to fight for seats up-front. Still, a "parlor" car it isn't and some regulars haven't been happy campers! Time will tell, but I understand the railroad has a commitment to dispose of all conventional cars by year's end. Incidentally, the order for the new C-3 cars totals 134 cars. They break down into 23 control cars with lavatories, 44 trailers with lavatories, and 67 trailers without lavatories. Even-numbered trailers have lavatories and odd-numbered trailers do not.

This summer, I have ridden to both Greenport and Montauk. The Greenport shuttle on weekends consists of three low-level coaches with an MP15 locomotive on each end (two new C-3's operate weekdays). Also, at least two more dual-mode units have joined the original pair in test operations. No word, however, has been heard on how successful testing has been or when commuters might expect through service to Penn Station in Manhattan.

I traveled to Pittsburgh recently, where PATransit eliminated its Drake shuttle over Labor Day, and with it passed the last interurban-style single-track running and PCC operation. There were at the end four serviceable cars, with only one or two needed in rush hours for the run from Castle Shannon or Washington Jct. to Drake loop, itself a remnant of the former interurban line to Washington, PA.

While on this trip, I also checked out Cleveland, which has opened a new stop on its Shaker Heights light rail line. The East Third Street stop serves the new Cleveland Browns football stadium, which is located on the site of the old stadium. Some light rail cars are adorned with pictures and brief bio sketches of famous Clevelanders, like John D. Rockefeller. The project is called the "Trains of Fame".

EXTRA LIST (Continued from Page 4)

OCTOBER 30-31: "Halloween Express '99" diesel-powered excursions on Morristown & Erie Railway, leaving from Whippany Railway Museum, Whippany, NJ, at 1, 2, 3 and 4 PM both days. Fares: \$7 adults, \$4 children. Advance reservations recommended. Order tickets from: Whippany Railway Museum, P. O. Box 16, Whippany, NJ 07981-0016, enclosing stamped, self-addressed envelope. For information, telephone 973-887-8177.

NOVEMBER 6: "Flemington Branch Special" on Black River & Western Railroad from Ringoes to Three Bridges, NJ and return, sponsored by Jersey Central Chapter NRHS. Original Jersey Central GP7 #1523 and ex-CNJ coaches will be used. Train leaves Ringoes 1 AM, returns about 9 PM after daylight photo runs, dinner break and night photo session. Fare: \$25 per person. Order tickets from: Jersey Central Railway Historical Society, P. O. Box 700, Clark, NJ 07066-0700, enclosing stamped, self-addressed envelope. For information, telephone 908-233-3603 (E-mail: Rpnnews@worldnet.att.net).

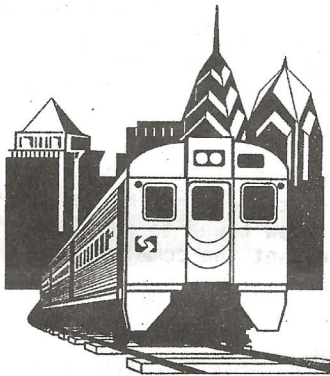
PHILADELPHIA EXPRESS



FRANK G. TATNALL, JR.

SEPTA last month performed a major rail charter operation for the Ford Motor Company, shuttling some 5,000 people on special trains between Market East station and Villanova. These were primarily dealers from all over the U.S., in town for the official introduction of Ford's new compact car named the "Focus." A large display of the cars was setup on Villanova University's parking field. On the first two days, Saturday, August 7 and Tuesday the 10th, the special train consisting of ALP-44 #2308, eight Bombardier coaches and cab car made a morning and an afternoon round trip. Between runs it laid over at Roberts yard. However, on the morning of Friday the 13th the trainset was operating as regular train #9524 from Downingtown to center city when the 2308 died at Exton, and had to be towed to Frazer shop. (It's since returned to service.) A nine-car set of Silverliner IV MU's--all but one of them refurbished--was hastily substituted for the day's two special runs and on the final day, Monday the 16th, an eight-car set of MU's was operated on the Ford charters. Chapter Member John Ciavatta was the assigned conductor on the specials.

On the weekend of August 21-22, SEPTA rolled in a new pre-assembled bridge for track #3 over Wayne Avenue, just south of Wayne Junction station. The *Inquirer* ran a story--complete with color photo--on the well-planned operation, part of a \$2.5 million project to replace all three 80-year-old ex-Reading bridges at the location (see June Cinders). The track #1 and 2 spans were replaced by conventional methods earlier this season.....Construction on the R6 Norristown Line is mostly finished, which allowed regular midday service to resume in July. The work included various track projects as well as rebuilding the Cresson Street viaduct in Manayunk. Members attending the August 20 Chapter dinner at The Station restaurant got a good look at the rehabilitated viaduct, originally built by the Reading in 1928-1930.



Those new train platforms at Philadelphia International Airport have been completed, but are not yet in service. They will allow incoming passengers to walk directly from the baggage claim area to the train without lugging suitcases up and down stairs.....Chestnut Hill West tower, located in the station building, was closed effective July 10 with the interlocking now remoted to "A" tower on the Airport Line.

The first of SEPTA's ten new push-pull coaches from Bombardier should be delivered next month..... One of SEPTA's seven AEM-7 electric locomotives, #2305, has been out of service since last winter, requiring a new main transformer. That replacement is to be completed this fall, at a cost of \$200,000.....The three remaining Budd Pioneer III MU cars departed from Wayne Junction yard last month, bound for the AAR Test Center at Pueblo, CO, where the 40-year-old cars may be used as crash dummies.

During the height of the summer drought in early August, SEPTA received a full-page blast from the *Daily News*' "Hydro-Cop" for unnecessary washing of its Regional Rail car fleet at the Roberts yard facility. General Manager John K. Leary, Jr. responded by ordering the "elimination of routing washing of all rail vehicles," with washing only to be done on an "as necessary basis" or about once every 20 days. Leary also ordered that buses be washed only as necessary, and that the use of power washers at all SEPTA stations be eliminated in favor of wet-mopping of platforms.

Wayne station, built about 1885, has been added to the National Register of Historic Places, the result of a three-year effort by the Wayne Station Historical Preservation Association.....Work on restoration of Radnor station has begun, but a similar project at the unique Strafford station has been set back because of the June fire which gutted the interior of the building.....The second phase of upgrading Lansdale station and its parking lots began in late spring, with the historic 1902 building to receive interior and exterior improvements, a new tile roof, new lighting and signage, refinished windows and rebuilt platforms. In the first phase completed in 1998, a new parking lot and grade crossings were constructed on the site of the former CONRAIL freight yard.....SEPTA has renewed its agreement with Sperry Rail for the ultrasonic testing of rails with those distinctive self-propelled cars.

SEPTA enjoyed a surplus after subsidies of \$2.3 million in June and \$276,000 in black ink for the full 12 months of Fiscal Year 1999. City Transit Division suffered an operating deficit of \$245.2 million for the year, but subsidies resulted in a small surplus of \$173,000. Regional Rail's operating deficit was \$102.1 million, but after subsidies the divisional surplus was \$76,000.....Nearly 8.7 billion riders boarded public transit in the

SEPTA 
SERIOUS ABOUT CHANGE.

U.S. during 1998, an increase of 4.6 percent over 1997, according to the American Public Transit Association. Buses carried 5.2 billion riders, heavy rail systems 2.6 billion, light rail 178.8 million and commuter rail 378.6 million. All of these modes showed increases of four to six percent, but trackless trolley ridership declined to 117.4 million (Railway Age).

(Continued on Page 8)

PHILADELPHIA EXPRESS (Continued from Page 7)

In late August ADtranz delivered car #1200, the 200th of 220 M4 cars for SEPTA's Market-Frankford Line. There should be enough M4's on hand to operate the fall schedule starting this month, without bringing any of the old Budd cars out of storage.....A cost study for acquiring up to 100 new MU cars for the Railroad Division over several years, has been put on the back burner. It was evidently inspired by a Federal Railroad Administration ruling that FRA will retain regulatory authority over light rail lines operating on or near existing railroad rights-of-way, which would put a crimp in a little-known SEPTA staff proposal to convert certain Railroad Division routes to light rail.

DVARP reports that Denise Goren, Philadelphia's deputy mayor for transportation, has resigned after 15 years on the job to enter the private sector. Her assistant, Chris Zearfoss, will serve in the interim.....A U.S. Appeals Court in June reinstated a sex-discrimination lawsuit by five women who were rejected for SEPTA police jobs because they could not meet a requirement that they run 1.5 miles in 12 minutes. This tough physical test, they said, keeps most women off the 234-person SEPTA force, which until recently had only 16 female officers.

Suburban Route 101 trolley #111 split a switch while leaving 69th Street Terminal on Sunday afternoon, August 22, crashing into a lineside pole and injuring eight passengers. Rail service on the 101 and 102 was disrupted for over eight hours.....Estimated cost of the Girard Avenue Light Rail project has been broken down as follows: \$48 million for rebuilding the former Route 15 infrastructure and upgrading Callowhill depot to again house Girard Avenue and Route 10 cars; \$45.2 million for 12 new articulated trolleys, which will be assigned to the subway-surface routes while 18 Kawasaki cars will be overhauled for Girard Avenue. SEPTA hopes to have a contract for the new cars ready for board approval in October.

On two days last month, the Inquirer ran prominent articles on suburban shuttle bus services operated by SEPTA and other agencies. The second article, titled "Going mobile to reach a fertile job market," concentrated on the new Route 204 which operates between the Paoli rail station and Exton-Lionville. While this route is subsidized by PennDOT to relieve traffic congestion while busy highway 202 is rebuilt, the buses also provide a convenient way for Philadelphia residents to reach suburban centers where many firms are hard-pressed to fill jobs. This ties in with a joint effort by Philly Mayor Edward Rendell and Pennsylvania Senator Rick Santorum to secure more transportation money so that some of the thousands being purged from welfare rolls can access employment opportunities in the more-distant suburbs.



Is AMTRAK's long-established arrow logo being phased out? Rail Travel News asks that question after noting that the logo does not appear in either the current National or Northeast timetables, or current advertising. Has the headless arrow bowed to the "Acela" blob?.....AMTRAK has increased from five percent to eight percent the commission it pays travel agents for bookings on long-distance trains. Following the lead of most air-lines, Amtrak last year cuts its commissions from ten to five percent, causing some loss of agent-generated business (NARP).

An AMTRAK safety committee reportedly believes that engineers working alone in locomotive cabs pose an accident risk. That factor surfaced in the investigation of a July 1 collision between Amtrak trains 89 and 90 in Jacksonville, FL. Last year the Brotherhood of Locomotive Engineers agreed to new work rules with Amtrak, allowing engineers to work alone on runs of six hours or less. About 60 percent of Amtrak's long-distance and intercity trains--including the Northeast Corridor--are operated with one-person head-end crews (Tampa Bay NRHS).

A heavy rain in the early morning hours of August 14, the first rain in this area in over a month, flooded AMTRAK's mainline at Trenton station. More than a foot of water covered the rails, halting all traffic from 3:30 until 8:30 AM.....A 21-year-old Falls Township man was struck and killed by Amtrak train 67 on June 3 as he knelt on the track at Croydon station in Bucks County.....Have you seen AMTRAK's advertising campaign for its new Acela service, ranging from newspaper ads to car cards in commuter trains to TV commercials to movie theaters to posters in baseball parks? The blob-like logo is prominently featured.

Trans-Bridge Lines will discontinue its year-old bus service between AMTRAK's 30th Street Station and the Lehigh Valley, effective September 6. The service failed to generate the hoped-for ridership, in spite of some aggressive promotion.....Work continues on rebuilding the east plaza at 30th Street Station, presumably in keeping with AMTRAK's new Acela image.....A trial began last month in Philadelphia Federal court in a suit against AMTRAK. The widow of a Wilmington shop foreman charges Amtrak with negligence in the April 10, 1997 shootout in the shop, during which a deranged employee murdered her husband and seriously wounded two others before police shot and killed the gunman.

AMTRAK has extended the jurisdiction of its Northeast Corridor Business Unit to include the NORFOLK SOUTHERN Mainline from Harrisburg into western Pennsylvania (Harrisburg Chapter).....AMTRAK now includes NORFOLK SOUTHERN and CSX freight trains, in addition to CONRAIL's, in its 30-mph speed restriction on the Northeast Corridor and Harrisburg lines. Intermodal trains are excepted.....AMTRAK has two diesel switchers under lease from MotivePower Industries. The test units are MPEX #1503, a GP20D, and #1505, classed as a GP15D.U. S. DOT last month announced that it was awarding another \$7 million to continue the partnership between FRA and Bombardier Transit Corp. for building a prototype non-electric high-speed locomotive by next year. The lightweight, 69-foot-long unit will be capable of speeds up to 150 mph. DOT is contributing a total of \$10 million to the project, to be matched by Bombardier.

AMTRAK has sold four more of its fading fleet of F40PH locomotives, two to CSX and two to METRO-NORTH. The CSX units, #390 and 395, have been renumbered 9992 and 9993 respectively, which last month powered an inspection train through Philadelphia. The Metro-North units, #370 and 382, will be assigned to the Hoboken-Port Jervis service.....FRA has announced tougher design standards for new passenger cars and locomotives, to make them more crashworthy. Existing cars built to North American standards will be allowed to remain in service. The rules become effective in 2002, and do not apply to tourist lines (Fast Mail). (Continued on Page 9)

PHILADELPHIA EXPRESS (Continued from Page 8)

Jeffrey A. Warsh, a former lobbyist and New Jersey State Assemblyman, has been named executive director of NJ TRANSIT, replacing Shirley DeLibero who left in January to head the Houston (TX) Metro. The job pays \$165,000 per year.....In July, the NJT board approved a \$924-million operating budget for FY 2000, an increase of 4.4 percent over the previous year. No fare increases are anticipated. The budget provides for a three-percent increase in rail ridership.....NJT is building a new station along the Northeast Corridor in Newark to serve Newark International Airport. The Port Authority is extending the airport monorail to reach the station, to open in 2001 (Jersey Central Chapter).

NEW HOPE & IVYLAND continues to operate its weekend Warminster service, in spite of initial light patronage (see August Cinders). Departures from SEPTA's Warminster station are at 10:30 AM, 1:30, 3:30 and 5:30 PM, returning at 12:55, 3:20, 5:20 and 8 PM. Assigned equipment is maroon GP30 #2198 on the south end, baggage car, ex-CANADIAN NATIONAL coach and SW1 #9423 on the north end. For information, phone 215-862-2332... ..STEELTON & HIGHSPIRE has decked out SW1200 #77 in a millennium paint scheme of red, white, blue and gold with "2000" on its sides (Harrisburg Chapter).....PennDOT is offering seven of its state-owned branchlines for sale, including the Perkiomen branch between Pennsburg and Emmaus. The present contract operators will have the first chance before the sale is opened to outside bidders (Dale Woodland, Railpace).

Pentrex has ceased publication of its two magazines, Vintage Rails and Rail News, and will concentrate on its larger business of producing videotapes. It is attempting to sell the magazines.....The Navy has leased the Indian Head military railroad in Maryland to NORTHERN CENTRAL RAILWAY, which plans to operate dinner train service over the 15-mile line. NCR has purchased a large fleet of ex-LONG ISLAND coaches as well as nine former MBTA F10 locomotives (High Green).....Those five new "All Aboard"-series railroad stamps were issued by the Postal Service last month. The 20-stamp sheets feature Ted Rose paintings of the Pennsy Congressional, Southern Pacific Daylight, New York Central 20th Century Limited, Milwaukee Hiawatha and Santa Fe Super Chief.

In a close vote, the Brotherhood of Locomotive Engineers has ousted its president, Clarence Monin, replacing him with Vice President Ed Dubrowski. The vote was seen as a rejection of Monin's support of a merger with the United Transportation Union (Railway Age).....The West Chester Railroad Heritage Association has been named by SEPTA as custodian of the ex-Pennsy freight station at Kennett Square, PA, most recently headquarters of the now-defunct Delaware Valley Railway. SEPTA owns the former PRR Octoraro branch now used for freight service by BRANDYWINE VALLEY RAILROAD (NewsTracks).....The B&O Railroad Museum in Baltimore has become an affiliate of the Smithsonian Institution, the first such affiliation for any rail museum (Bull Sheet). ..The Delaware River Port Authority will spend \$16 million to expand the Ameriport rail container yard in South Philadelphia. It's served by CSX, NS and CANADIAN PACIFIC.

"Glory Bound," a conference on the history of chapel cars in America, will be sponsored by the American Baptist Historical Society at Green Lake, WI October 10-17. The 13 "churches on rails," with names like St. Anthony, St. Peter and St. Paul, toured the western U.S. between 1890 and 1940, bringing religious services to thousands of Roman Catholics, Baptists and Episcopalians in isolated railroad towns. Father Herman Page, a member of Topeka Chapter NRHS and an Episcopal priest, will be one of the speakers. For information, telephone the American Baptist Assembly at 800-558-8898.....FRA is conducting an analysis to determine if it should require railroads to apply reflective tape to the sides of freight cars, to help prevent automobiles from running into trains at grade crossings. In 1998 there were 754 such collisions in the U.S. (Railway Age). ..BLACK RIVER & WESTERN is installing eight experimental composite plastic ties, as part of a Rutgers University project in cooperation with the manufacturer, Polywood, Inc. (North Jersey Chapter).

"Celebrate the Century Express" Coming to Harrisburg

The "Celebrate the Century Express," a special train sponsored by the U. S. Postal Service to promote its commemorative stamp sales, will wind down its 1999 nationwide tour with a display at Amtrak's Harrisburg station on October 29-31. The train will not be seen in Philadelphia this year, except that it will pass through town on November 1 while deadheading from Harrisburg to Richmond, VA.

The Express consists of Amtrak P42 locomotive #100 painted in a bizarre "manila-envelope" yellow scheme emblazoned with large stamp and postal cancellation graphics, a similarly-decorated baggage car, an Amfleet coach fitted out with exhibits on commemorative stamps and postal history, a restored Railway Post Office car owned by former Southern Railway Executive James Bistline and a private business car.

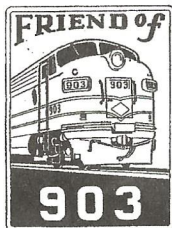
The train will be on display October 22-24 at the Altoona Railroaders Memorial Museum, then deadhead over Norfolk Southern to Harrisburg prior to the Harrisburg event. Its final display location for this year will be in Richmond November 5-7, but the train is expected back on the rails during the Millennium Year.

Chapter's FP7 Excursion Postponed to Next Spring

A proposed excursion on SEPTA this fall, using ex-Reading FP7's #902 and 903 owned by Lancaster and Philadelphia Chapters respectively, has been postponed until June 3, 2000. This date will represent approximately 50 years from the date that the two locomotives entered service on the Reading Company (June 2, 1950), following delivery from EMD.

The two historic cab units, restored to operation by volunteers from both Chapters, are being equipped with certain electronic devices necessary for operation on mainline railroads in the Philadelphia area. Through the efforts of Editor Larry Eastwood, Equipment Chairman Bob Morris and Members Frank Lancaster and Harry Garforth, the planned excursion appeared headed for early approval by SEPTA's Railroad Division during the summer.

Chapter members will receive notice through Cinders and trip flyers well in advance of the excursion.



Update of Shortline/Regional Railroad Rosters

The following changes and additions should be made to the motive power rosters published in recent issues of Cinders:

<u>DELAWARE-LACKAWANNA RAILROAD (DL), Scranton, PA</u>							
Add	334	B-B	C420	D/E	Alco	1967	Former Indiana Hi-Rail 334
Add	351	B-B	RS11	D/E	Alco	1957	Former Winchester & Western 351
Add	4103	B-B	RS3	D/E	Alco	1952	Former Octoraro 103
Add	4118	B-B	RS3	D/E	Alco	1952	Former Octoraro 4118
Change	3643	C-C	M636	D/E	MLW	1970	Renumbered from 4743
<u>MORRISTOWN & ERIE RAILWAY (ME), Morristown, NJ</u>							
Change	21	B-B	C424	D/E	MLW	1965	Renumbered from 4216
<u>NEW YORK, SUSQUEHANNA & WESTERN RAILWAY (NYSW), Ridgefield Park, NJ</u>							
Add	3618	C-C	SD45	D/E	EMD	1970	Returned from Toledo, Peoria & Western
Delete	4002	B40-8			(Leased to CSX)		
Delete	4004	B40-8			(Leased to CSX)		
Delete	4006	B40-8			(Leased to CSX)		
Delete	4008	B40-8			(Leased to CSX)		
Delete	4050	SD70M			(Leased to CSX)		
Delete	4052	SD70M			(Leased to CSX)		
Delete	4054	SD70M			(Leased to CSX)		
<u>PENN EASTERN RAIL LINES (PRL), East Greenville, PA</u>							
Add	21	B-B	RS1	D/E	Alco	1954	Former Massachusetts Central 21 (Note)
Delete	253	U28B			(Sold)		
<u>Note:</u> Owned by private individual. At Topton, PA							
<u>SOUTHERN RAILROAD OF NEW JERSEY (SRNJ), Winslow, NJ</u>							
Add	412	B-B	44-ton	D/E	GE	1953	Former Bay Colony 412
<u>STOURBRIDGE RAILROAD (SBRR), Honesdale, PA</u>							
Delete	430	SW7			(Sold)		

NOTES

B-B indicates two two-axle powered trucks
 C-C indicates two three-axle powered trucks

ABBREVIATIONS

D/E - Diesel-electric
 Alco - American Locomotive Company/Alco Products, Inc.
 EMD - Electro-Motive Division, General Motors Corp.
 GE - General Electric Company
 MLW - Montreal Locomotive Works

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